



Parking Standards for New Development Projects Phase 1: Multifamily Residential

**Right-sizing the City's Parking
Regulations**

Planning Commission
Work Session
January 6, 2015



WHY A PARKING STUDY NOW?

- Outdated Zoning Ordinance – 1960's
- Parking reduction requests
- Changing demand
 - Changing demographics – vehicle ownership
 - City investment in transit, growth planned near transit
 - Expanding transportation options
- Parking construction cost



OUTDATED ZONING ORDINANCE - CURRENT STANDARDS & POLICIES IN NEWER DOCUMENTS

Existing Regulations in Zoning Ordinance

- 1 BR: 1.3 spaces/unit
- 2 BR: 1.75 spaces/unit
- 3 BR: 2.2 spaces/unit

Small Area Plans w/Parking Standards

Eisenhower: <1500' of Metro, Max 1.1/1000sf
>1500' fr. Metro, Max 1.3/1000sf

Braddock: 1.0/unit (3BR+ 1.5/unit)

N. PYard: 1.0/unit

Landmark: Pre-Transit:1.75/unit, Post-Transit 1.15/unit

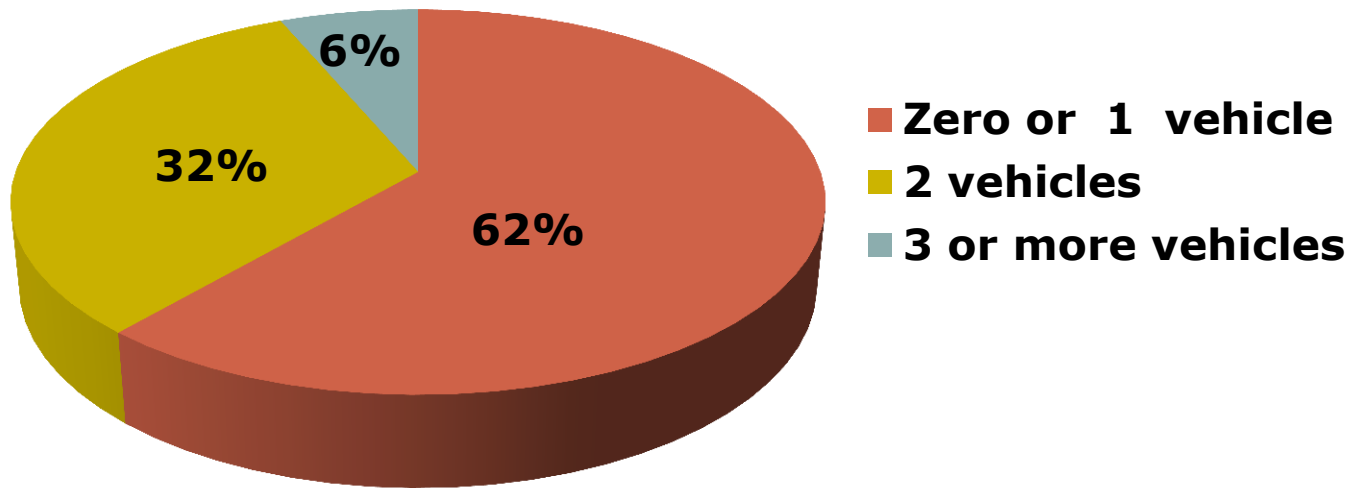
Beauregard: Pre-Transit:1.75/unit, Post-Transit 1.3/unit

Coordinated Development Districts (CDD)

Many recent CDDs include parking standards

CHANGING DEMAND: VEHICLE OWNERSHIP LOWER IN URBAN LOCATIONS

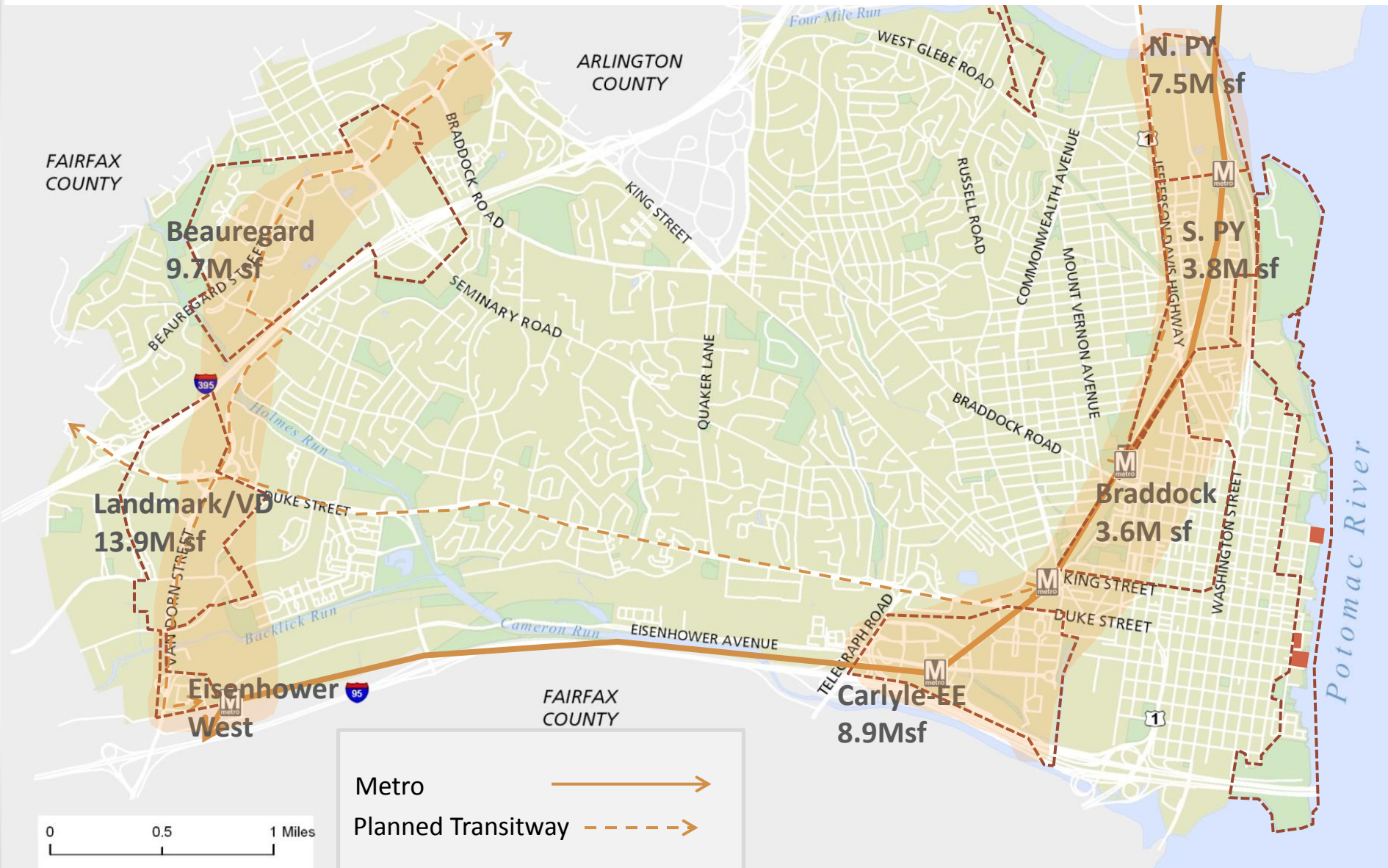
62% of Alexandria Households are "Car-Light"



US: 43%
DC: 82%
Arlington: 63%
Fairfax: 25%

In 1983, 87% of U.S. 19 year olds had a driver's licenses
In 2010, 69%

INVESTMENT/GROWTH NEAR TRANSIT



CHANGING DEMAND: EXPANDED TRANSPORTATION OPTIONS



COSTS OF EXCESS PARKING

Environmental: Increased impervious surface; increased driving as a result of free/available parking, increased greenhouse gases

Opportunity Cost: other community amenities such as open space, enhanced streetscape, public art, affordable housing, amenities for residents, highest quality design and building materials, underground parking

Affordability: Cost of parking construction passed through to future residents in housing cost.

WHAT'S IN A PARKING SPACE?



1 Parking Space = 300 sf



1 underground space = \$30,000-50,000



= 1 Micro-unit Apartment



= 10 Bike Parking Spaces



718 unused parking spaces at 8 data collection sites in the City, equates to 210,000 sf., almost 5 acres of vacant parking.

Price tag: \$21.5 - \$35.9M (at \$30k/space)

PARKING STANDARDS FOR
NEW DEVELOPMENT PROJECTS

GOALS OF THE STUDY

- **Updated zoning ordinance** to be reflective of City policies and practices, regional and national trends, and actual demand
- **Increased transparency and clarity** of development process with consistent application of parking standards
- **Efficient use of resources**, both city and environmental
- **Right-sized parking** to provide adequate parking on-site and not create spillover parking in neighborhoods

STUDY METHODOLOGY

- Data Collection

- 17 sites (citywide distribution)
- 2 evening visits
- On-street counts
- Car ownership data
- Parking pass/permit issued

- Analysis

- Factors impacting demand
- Local and national parking practices and trends

- Develop Alternatives

- Testing

- Vetting & Consultation





DATA ANALYSIS RESULTS:

FACTORS AFFECTING PARKING DEMAND

- Factors with a direct impact on parking utilization
 - Proximity to Metro
 - Walkability of the neighborhood
 - Percentage of studio units
 - Number of bus routes serving the development
- Other factors
 - Car ownership
 - Proximity to neighborhood services
 - Fee for parking
 - Number of bedrooms in the development
 - On-street parking availability

DATA ANALYSIS FINDINGS

- Amount of provided parking in the City generally exceeds the amount of parking utilized
 - About 27% more parking provided at sites within 0.5 mile of metro
 - About 10% more provided at sites > 0.5 mile of metro
- Residential projects closer to Metro have a lower parking demand
- Parking demand can be more closely projected based on a per bedroom measure rather than a per unit measure

Conclusion: Develop a standard that responds to site context and the key factors impacting parking demand

DRAFT RECOMMENDATION

New Base Parking Ratio dependent on proximity to Metro:

Project Location	Base Parking Ratio
Within 0.5 mile Metro Station walkshed	0.8 space/bedroom
Outside of 0.5 mile Metro Station walkshed	1.0 space/bedroom

To inform the appropriate final ratio, credits will be applied to the Base Ratio for the following:

- Within ½ mile of BRT Stop: 10%
(Credit only available to projects > 0.5 mile from Metro Station)
- Within ¼ mile of 4+ Bus Routes: 5%
- Walkability Index Very High or High: 10% or 5%
- Discretionary Mixed-Use or
Infrastructure Credit: 5%
- More than 20% Studio Units: 5%

COMPARING EXAMPLE PROJECTS



100 Unit Residential Development (50 1BD units, 50 2BD units)		Example 1 <i>Within 0.5 Mile of Metro Walkshed</i>	Example 2 <i>More than 0.5 Mile from Metro Walkshed</i>
Base Parking Ratio		0.8 space/bedroom	1.0 space/bedroom
Deductions on the Base Parking Ratio (If Eligible)			
Within 0.5 mile walkshed of BRT Stop (only available to projects > 0.5 mile from Metro station)	10%		
Four or more bus routes stop within 0.25 mile of development entrance	5%		
Walkability Index between 90 - 100	10%		
Walkability Index between 80 - 90	5%	x	x
Project has more than 20% studio units	5%	x	x
Available Discretionary Credit for future mixed-use development, infrastructure improvement, and capital improvement above what is required. (Credit is available for projects with Walkability Index < 80).	5%		
Total Credits/Deductions on base parking ratio		10%	10%
Final Parking Ratio		0.72	0.90

New Recommendation: 108 spaces 135 spaces
Current Zoning: 153 spaces 153 spaces



AFFORDABLE HOUSING DRAFT RECOMMENDATION



New Base Parking Ratio

1.0 per unit, with deductions for affordable units as follows:

Units at 60% AMI	25%
Units at 50% AMI	35%
Units at 30% AMI	50%

As with market rate housing, to inform the appropriate final ratio, credits will be applied for the following:

- Within ½ mile of BRT Stop: 10%
(Credit only available to projects > 0.5 mile from Metro Station)
- Within ¼ mile of 4+ Bus Routes: 5%
- Walkability Index Very High or High: 10% or 5%
- Discretionary Mixed-Use or
Infrastructure Credit: 5%
- More than 20% Studio Units: 5%

The lowest parking ratio permitted is 0.25/unit



NEXT STEPS

MEETING DATES	MEETING
January 27, 2015	City Council Work Session to consider Draft Parking Recommendations
February 12, 2015	Task Force Meeting #5 to consider Draft Recommendations
February 2015	Additional Public Outreach
February 18, 2015	Transportation Commission Public Hearing to consider Draft Parking Recommendations
March 3, 10, and 14, 2015	Planning Commission and City Council Public Hearings to consider Draft Parking Recommendations



For additional information about the study, visit:
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or contact Brandi Collins, Project Manager, P&Z, brandi.collins@alexandriava.gov